

CONGRESSIONAL AND ADMINISTRATION EFFORTS TO ENHANCE PUBLIC TRANSPORTATION SECURITY

Since September 11, 2001, the Federal Government has adopted or supported a host of safeguards for public transportation security.

Congressional Initiatives

- The Intelligence Reform and Terrorism Prevention Act of 2004 (P.L. 108-458), enacted into law last December, requires the Department of Homeland Security to develop a National Strategy for Transportation Security.
 - The plan will include modal-specific plans covering aviation, commuter rail and ferry, highway, maritime, rail and mass transit, over-the-road bus, and other public transportation systems. The plans will include the identification of vital transportation infrastructure, risk-based priorities and methods to defend these assets, and a research and development plan to support transportation security needs. This plan is expected to be completed this month.
- In May 2005, the House passed the DHS FY06 Authorization Bill (H.R. 1817), which contained two important provisions on public transit security:
 - Section 321 requires DHS, in coordination with the DOT, to issue guidelines for the securing public transportation systems from terrorism threats not later than 120 days after the date of enactment.
 - Section 322 requires DOT, after consultation with DHS, to develop a national plan to increase awareness of measures that the general public, public transportation passengers, and public transportation employees can take to increase public transportation security related to the threat of terrorism not later than 90 days after the date of enactment.

Federal Support for Public Transportation Security

The Department of Homeland Security's approach to rail security involves creating programs, projects and analysis dedicated to enhancing security for mass transit passengers, rail cargo and rail infrastructure. The Transportation Security Administration (TSA) has the lead in developing rail security initiatives. TSA's initiatives are based on risk and criticality assessments. They are generally developed and executed in conjunction with the private sector, Department of Transportation (DOT) modal administrators, and other government entities. These initiatives support the Department's overarching goal and mirror the Department's approach to counterterrorism by addressing protection, preparedness, response, and recovery.

- TSA, in support of DHS' Office of Domestic Preparedness, has awarded roughly \$250 million through its Transit Security Grant Program since May 2003 for improving rail and transit security in urban areas under the Urban Area Security Initiative (UASI). In addition to the \$250 million provided through this program, an additional \$16 million was granted for FY '04 to transit agencies under the State Homeland Security Grant Program. For FY '05, all agencies receiving grant awards are required to have completed a risk assessment and a regional transit security strategy. For Fiscal Year 2006, beginning this October, another \$160 million has been budgeted.
- Although all of the money for FY '03 and '04 has been obligated, **only 4%** of the \$250 million in transit security grants have been drawn down and spent by local transit agencies to date.
- For FY '04 and '05, TSA spent almost **\$500 million** directly on surface transportation security, not including additional funds for the transportation security operations center, intelligence, and other support services that supported the surface transportation mission.

- In addition, since the September 11th attacks, the public transportation community itself has spent approximately \$2 billion for security and emergency preparedness, including surveillance equipment, inspections, training, canine units and vulnerability assessments.
- In 2004, TSA issued Security Directives for passenger rail systems, including provisions for: (1) designating Security Coordinators as contacts between TSA and mass transit operators to oversee compliance with TSA Security Directives; (2) the use of canine explosive detection teams where available; and (3) frequent inspections of key facilities, including stations, terminals, and passenger conveyances, for suspicious or unattended items.
- TSA has completed over 2,600 criticality assessments for rail/mass transit transportation systems – including 848 for rail and 1,778 for mass transit. [Criticality (or consequence) assessments focus on individual assets, such as a bridge, a tunnel, etc.]
- DHS has conducted 50 Site Assistance Visits (SAVs) to evaluate security in the transportation sector, including mass transit systems, tunnels, bus terminals/systems, rail lines, and bridges.
- DHS has developed or assisted with 132 Buffer Zone Protection Plans (BZPPs) for transit systems nationwide. BZPPs focus on bringing together local law enforcement and site owners/operators to develop an “outside the fence” protection plan. Grants are provided through the Office for Domestic Preparedness to implement approved BZPP mitigation measures.
- TSA, in coordination with federal partners and industry, has significantly enhanced exchanges and dissemination of security information for public transit, as well as training programs for public transport officials and employees. Programs include Transit Watch, Transit Security and Safety Roundtables, and the Lessoned Learned Information System.
- TSA also provides risk-based, scenario-driven exercises for transit personnel. These exercises enable TSA to evaluate the effectiveness of corporate, local, state, and regional security plans, and help ensure the ability of the national transportation system to prevent and respond to attacks.
- Within the Department of Transportation (DOT), the Federal Transit Administration (FTA) has undertaken nationwide security programs. FTA has conducted risk and vulnerability assessments (37 total) and deployed technical assistance teams to the top 50-60 transit agencies to help strengthen security and emergency preparedness plans.
- FTA has tested and deployed the PROTECT (Program for Response Options and Technology Enhancements of Chemical/Biological Terrorism) system for chemical detection in subway systems. In partnership with WMATA, FTA, and the National Institute of Justice (NIJ), the PROTECT system was deployed in the Washington, DC, subway system, as well as other selected high-risk urban areas.
- TSA is establishing and deploying a trained force of Surface Transportation Security Inspectors to various locations throughout the country, in accordance with a risk-based prioritization of the national rail and mass transit system and its key infrastructures. Security inspectors will develop relationships with owners/operators necessary to ensure compliance with all appropriate TSA security guidelines and regulations. The 100 inspectors will be trained and deployed to 18 cities by the end of August 2005.
- TSA has deployed Mobile Mass Transit K9 response teams to assist local law enforcement, and partner with local authorities to provide additional training and assistance. These teams have been used at national

security special events such as the Inauguration, as well as in local communities like Atlanta and Washington, DC.

- TSA is expending appropriated funds to expand its existing National Explosive Detection Canine Team Program (NEDCTP) into the nation's mass transit systems. Through a cooperative agreement with the police departments protecting mass transit systems, TSA will provide training, financial support, and management of 30 explosive detection canine teams in 10 mass transit systems beginning this fiscal year. Expanding the NEDCTP will provide effective detection and response to suspected explosives and a proven deterrent to terrorism in passenger conveyances, stations, and maintenance facilities.
- TSA's Transit and Rail Inspection Pilot (TRIP) program was completed on August 20, 2004. This program tested the feasibility of screening passengers, luggage and carry-on bags for explosives at rail stations and aboard trains in three phases.
- Technologies used during TRIP were rolled out two weeks after the program's completion to assist screening at major airports, and TSA successfully deployed technology and processes from Phase II at Pennsylvania Station for the Republican National Convention in New York City and at Union Station during the 2005 Inaugural. Additionally, TSA worked with the Washington Metropolitan Area Transit Authority (WMATA) to deploy additional security measures during Inauguration 2005.
- Based on the results of the vulnerability assessment of the DC Rail Corridor, Information Analysis and Infrastructure Protection (IAIP) in coordination with the Transportation Security Administration (TSA) developed and funded a \$9.6 million pilot initiative focused on the DC Rail Corridor. This pilot includes:
 - Portals that will screen trains prior to entering the corridor and provide video monitoring of trains, IFF (friend or foe) monitoring of personnel, chemical monitoring, and radiation/contamination monitoring and detect hazardous materials coming from rail cars.
 - Establish a virtual fence along the corridor to prevent intruders from tampering with the rail lines or trains.

Similar assessments are scheduled for other major urban areas.

- TSA has been actively engaging transit agencies by conducting Corporate Security Reviews (CSR) in the nation's mass transit systems. TSA assesses individual mass transit security programs through on-site visits and interviews with security coordinators, employees and contractors. CSRs provide up-to-date security domain awareness and an opportunity to share information on comprehensive security issues.
- TSA will assist mass transit operators in vulnerability identification and developing mitigation strategies to protect assets. This includes developing self-assessment tools that will enable owner/operators to make a prudent allocation of limited security resources. This information, along with best practices, intelligence and analysis, is being shared across the nation with various stakeholders, through the Homeland Security Information Network (HSIN) and the Lessons Learned Information System (LLIS).
- The Homeland Security Information Network, which distributes terrorism-related intelligence and security information and advisories from the Federal government down to interested stakeholders, is in the process of being rolled out across transit agencies. To date, transit agencies in regions including Washington D.C., New York, New Jersey, Los Angeles, Maryland, Virginia and Pennsylvania have been connected to the HSIN network.
- DHS has organized numerous security exercises that bring together rail carriers, federal and local first responders, and security experts to test response to terrorism in major cities such as New York, Washington

D.C., and Boston. Additionally, rail personnel have traveled to the Federal Law Enforcement Training Center to receive antiterrorism training.